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urban design for

MARINA VISTA

a redevelopment project for the urban renewal of downtown Vallejo California

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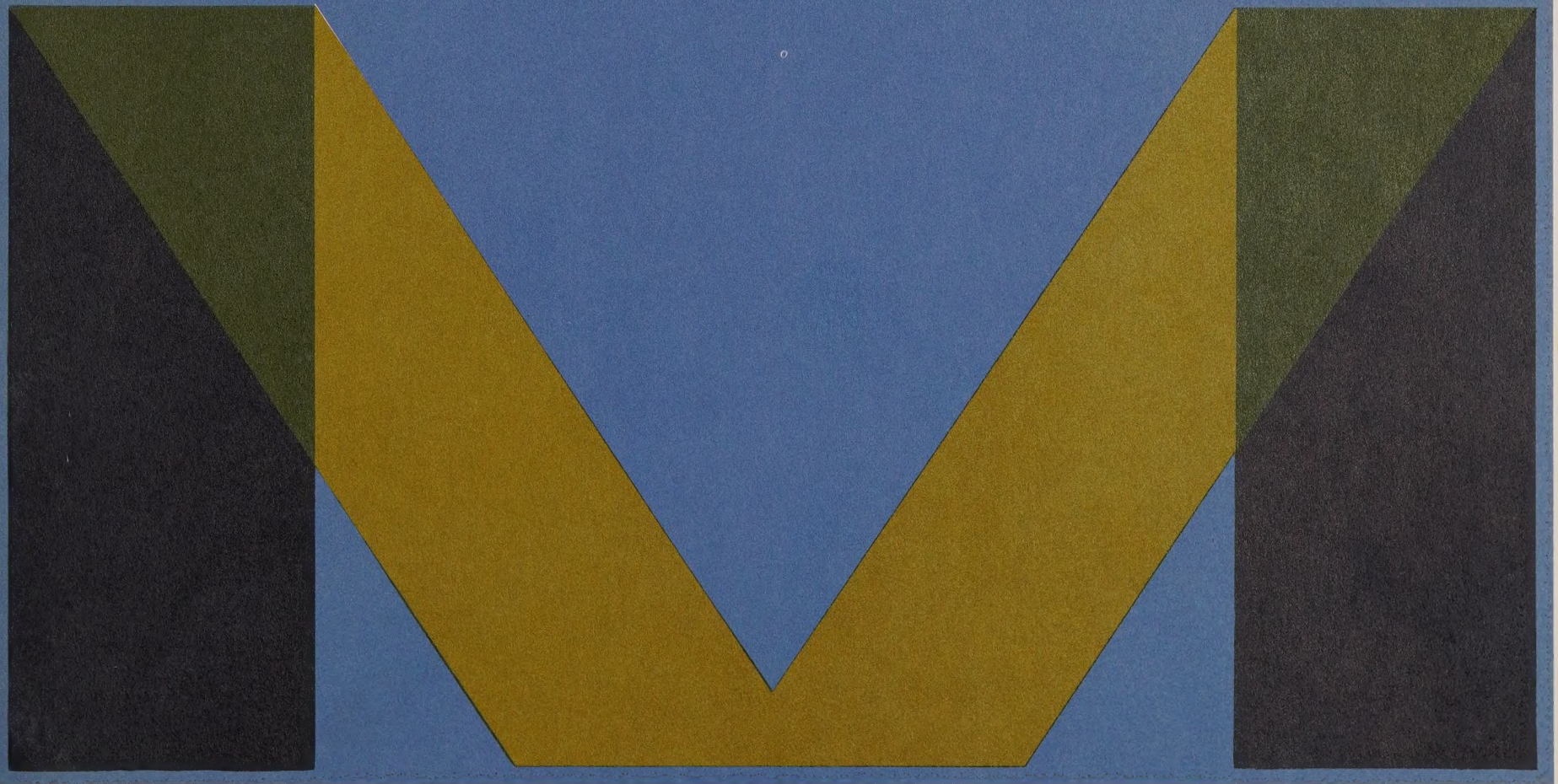

December 31, 1962

Urban Design Consultants
to the Redevelopment Agency

Beland, Gianelli & Associates, A.I.A.
Architects and Planners

Bond and Dougherty, Inc.
Architects and Engineers

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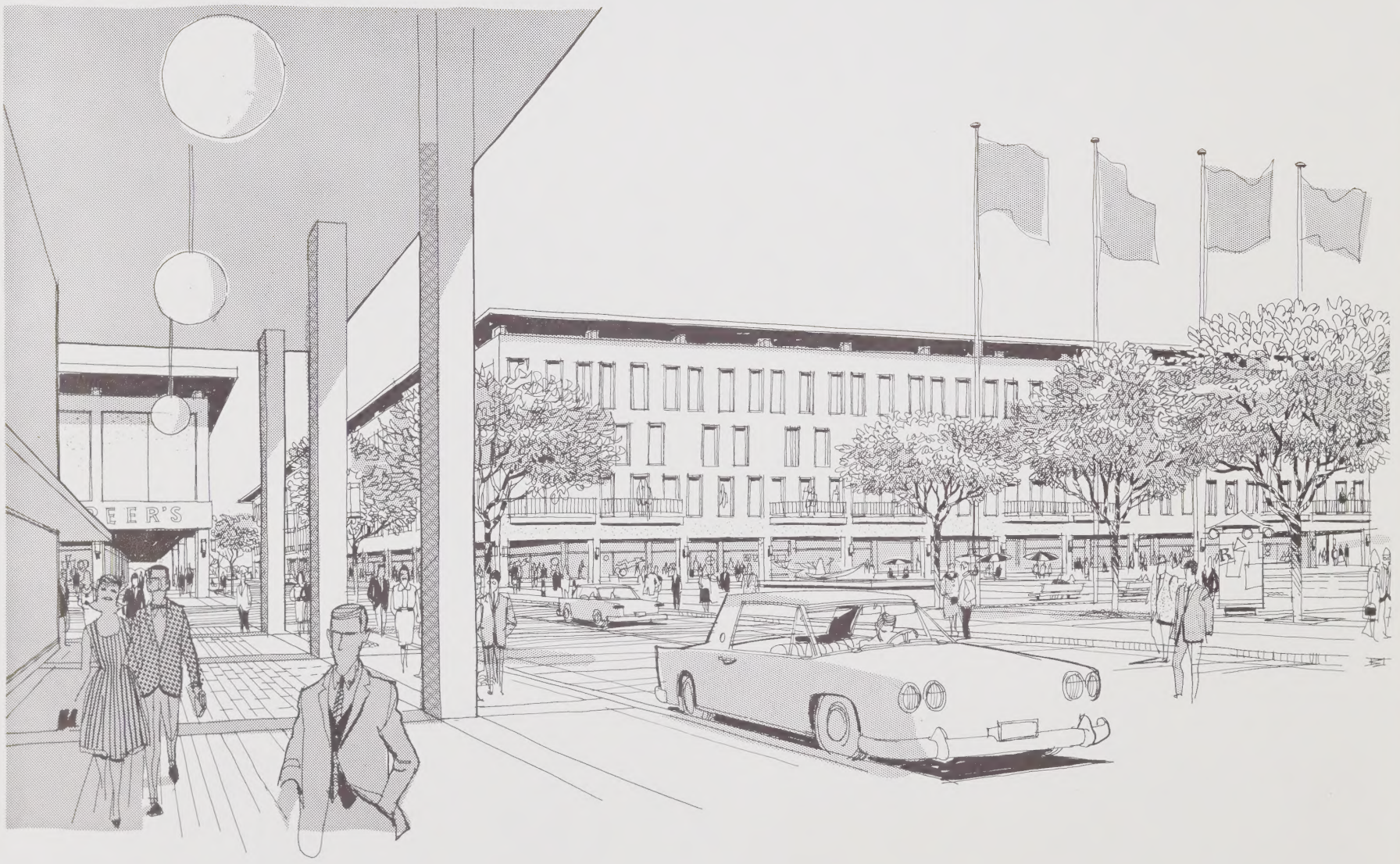
View west along Georgia Street at intersection with Sacramento Street.



View south toward Town Square at Santa Clara Street.

SCOPE

This is a plan for the redevelopment of Downtown Vallejo through the process of comprehensive urban design.

It comprises 24 city blocks and contains 124.26 acres in an irregular shape bounded on the one side by Mare Island Strait and on the other edges by various city streets. All property has been acquired and the area has been cleared by the Redevelopment Agency which will replace streets, major utilities and build certain parking lots and other amenities.

The Design is based upon a review of existing conditions and trends in downtown Vallejo and upon projections of future growth with respect to the surrounding City and the Bay Area. It establishes proper relationships between the central business district, civic uses and residential areas and develops a new marina district, integrated with other areas by vehicular and pedestrian overcrossings.

Physical requirements are based upon marketability and feasibility studies prepared by Western Real Estate Research Corp. and Ashton Associates, Inc. and upon the recommendation of D. Jackson Faustman, Consulting Traffic Engineer; Glenn A. Harris, Director of Public Works, City of Vallejo; and the Division of Highways, State of California.

View of plaza at north side of Georgia Street between Sacramento and Santa Clara Streets.

THE PROJECT AREA AS DEFINED BY HISTORY

The land on which Vallejo's new urban heart will stand once was the City's birthplace and the seat of the state government. Around the original settlement on Mare Islanc Strait gradually developed the sprawling city that is Vallejo today. Because of its ideal geographical location on the northern side of San Francisco Bay, Vallejo developed as a port and trading center in the early and mid-19th century. It became a rail terminus, a cross-roads and a gateway through deep water channels to the sea from the Sacramento and Napa Valleys.

An enduring influence on the life and face of the City has been Mare Island Naval Shipyard, established in 1854, center of nuclear-powered submarine construction on the west coast and the largest naval construction yard in the west. This dominant industry is located directly across the Strait from the Redevelopment area. Thus the Marine Vista Project area is the historic, symbolic and geographical heart of the present city.

GEOGRAPHICAL LOCATION

Situated at the confluence of the great Central Valley water-ways and the Napa River and astride the interconnection of three major freeways, Vallejo is rapidly becoming the center of commerce and communication for the North Bay area once again. Only 32 miles via Interstate Highway 80 (U.S. 40) from San Francisco and less than 60 miles by the same highway to the State Capitol at Sacramento, Vallejo is conveniently located with respect to two major market areas. San Francisco may also be reached by way of U.S. Highway 101 through Marin County, a distance of only 42 miles.

CLIMATE AND POPULATION

The City of Vallejo, with a population of 60,877 according to the 1960 census, is the largest city in the North Bay area and is blessed with a relatively even and mild climate. Mean daily temperatures range from a high of 70° to a low of 51° and rainfall averages 17.5 inches per year.

Growth projections by various authorities indicate the population of the city will be 95,000 by the year 1970.

COMMUNITY FACILITIES

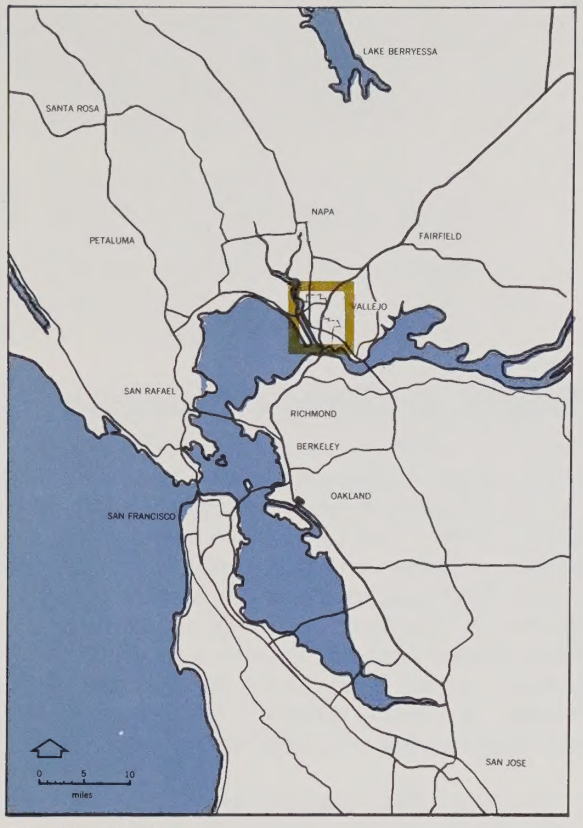
The 24 public schools and the Junior College administered by the Vallejo Unified School District house over 17,000 students. In addition there are 3 private elementary schools and one parochial high school. The California Maritime Academy, a state-operated college level institution for the training of merchant marine officers, is also located here. The City maintains a public library system with 3 branches located throughout the community. Numerous churches serve the religious needs of almost every denomination. Private and public health facilities including two general hospitals with a total capacity of 428 beds administer to the populous.

In cooperation with the State of California, the City is presently constructing a municipal small boat marina immediately adjoining the Redevelopment area to the north, which will cater to pleasure boating enthusiasts and add immeasurably to the recreational climate of the community.

The Public Works department of the City conducts an enlightened program in the engineering and maintenance of city streets.

In addition to Mare Island Naval Shipyard, the Sperry Division of General Mills is located here, and there are numerous industries located in Vallejo and within a radius of a few miles. Through its Industrial Development Commission, and with the assistance of the Chamber of Commerce, the City is conducting an active and successful campaign to attract new industry.

The City was the recipient of an All-America City award



The Bay Region

The Project and Greater Vallejo

in 1959 bestowed by the National Municipal League and Look Magazine, one of eleven cities so honored.

PRESENT CONDITIONS IN THE PROJECT AREA

The roughly triangular area of redevelopment is bordered on the north by residential neighborhoods, on the east by commercial development and on the south and west by the waterfront and Mare Island beyond.

Present recreational facilities are limited and are poorly integrated with residential sections. This will become even more critical as residential density increases.

Local and "through" traffic is forced together on the downtown streets, to the detriment of both. Commercial parking is largely curbside, often in short supply and conflicting with other traffic.

The original commercial core gradually "bled" to the north and then easterly as the City grew. Also, numerous "spot" and "strip" commercial sections developed throughout the city in response to economic demand and speculation.

The waterfront of today is spottily used. Thus, the historic residential-commercial-political center of Vallejo has failed to maintain its early strength and diversity. While the area's edges are not "blighted," they fail to show the vitality and diversity that their prime location should warrant. The present situation is summarized as follows:

Residential livability is not increasing as residential density increases.

The central business district faces persistent competition by outlying commercial developments employing newer marketing techniques and amenities.

Traffic volume is steadily growing, yet is constrained to a street system laid out over a century ago.

A great natural asset, the waterfront, is now largely unexploited and un-coordinated with neighboring downtown land uses.

The potentialities exist for the re-establishment of a strong central focus for Vallejo, but until now have been neither exploited nor coordinated.

With a carefully co-ordinated plan of action, the historic downtown can be reborn as the strong regional focal point of the entire North Bay.

GOALS FOR THE FUTURE

In order for the Marina Vista area to regain its position as the clear and undisputed heart of the greater Vallejo area, certain objectives must be accomplished. The weaknesses of the present must be corrected, and a new positive role and environment must be created. The new plan must provide renewed vigor for the central area by offering ample inducements to the citizen to shop, live, work or play there. It should declare its own identity, yet be carefully integrated with the adjacent edges of the City. Civic buildings and property should be deployed to lend stability as well as vitality to the rest and to re-assert the historic and symbolic importance of the project area. The plan should be balanced in terms of today's needs, yet have the capacity to expand and modify itself as future needs develop.

The detailed description which follows will explain the new three-dimensional Urban Design which was the result of a carefully considered response to the above-mentioned goals.

PROCEDURE IN EFFECTING THE DESIGN

The over-all concept and character of the total development and its relationship to adjoining areas, disposition of land, building volumes and arrangements, ground coverage and character of the major landscaping desired is clearly shown in the drawings and text presented in this book. During the formulation of this design, consultations were held with representatives of the respective public agencies, and there is preponderant agreement to these proposals. However, it must be recognized that the scope of this study did not include plans to accommodate the specific requirements of owners or tenants, nor is the architectural design presented in enough detail or to a level of precision that would justify rigid development specifications. Therefore, procedure for effecting the design is as follows:

First: The Redevelopment Agency will specify as a condition of sale that the Redeveloper of the land will be expected to adhere to the design as presented herein, except as they can demonstrate to the Agency's satisfaction a clearly superior design.

Second: The consultants will be retained to assist the Agency in conveying to the Redeveloper the design features implicit in the general concept, and to assist in the review of plans submitted to the Agency by the Redeveloper.

This procedure will afford maximum opportunities, in cooperation with the Redeveloper, to achieve the full intent of the general design in the development of the plans for the several sections of the Project, without the imposition of a burdensome set of design specifications.

URBAN DESIGN CRITERIA

The design of the Marina Vista project is based upon the following criteria concerning the Greater Bay Area, the North Bay Region, the trade area, downtown Vallejo and the waterfront. These criteria were developed in close coordination and cooperative effort with the Redevelopment Agency, the Planning Commission, the Mayor and City Council, the City Manager, the Director of Public Works, community leaders and other agencies such as the Vallejo Sanitation and Flood Control District, State Division of Highways, the Housing and Home Finance Agency, Urban Renewal Administration and public utilities organizations.

1. The City of Vallejo has instituted the necessary steps to locate its new Civic Center within the Project.

2. The new commercial complexes, Civic Center and residential areas should be integrated with the existing central business and residential areas contiguous to the Project.

3. The Central Business district will continue to offer, in addition to retail sales, personal, professional and business services not normally found in shopping centers.

4. It will be the City's policy to encourage the location of shopping facilities in the Downtown core to prevent destructive competition.

5. The Central Business District will continue to be a major commercial center.

6. A new Marina District will be created by construction of a sea wall which will reclaim 17 acres of land. This Marina District should be designed so as to integrate with the downtown and the Vallejo Municipal Marina located to the north of the Project.

7. Higher residential density will be encouraged in the area surrounding to provide increased purchasing power in support of business located in the

Central Business District and fill the needs of a variety of family types and age groups desirous of living close to cultural activities, major shopping, employment and recreation.

8. The new freeway will divert traffic from U.S. Highway 101 along Vallejo's waterfront and connect with U.S. Highway 40 and, via the Benicia-Martinez Bridge, to U.S. Highway 99. Three traffic interchanges will serve Vallejo, one of which will be located within the Project Area.

9. Aesthetic qualities and a pleasing human environment are vital to the success of an urban renewal project.

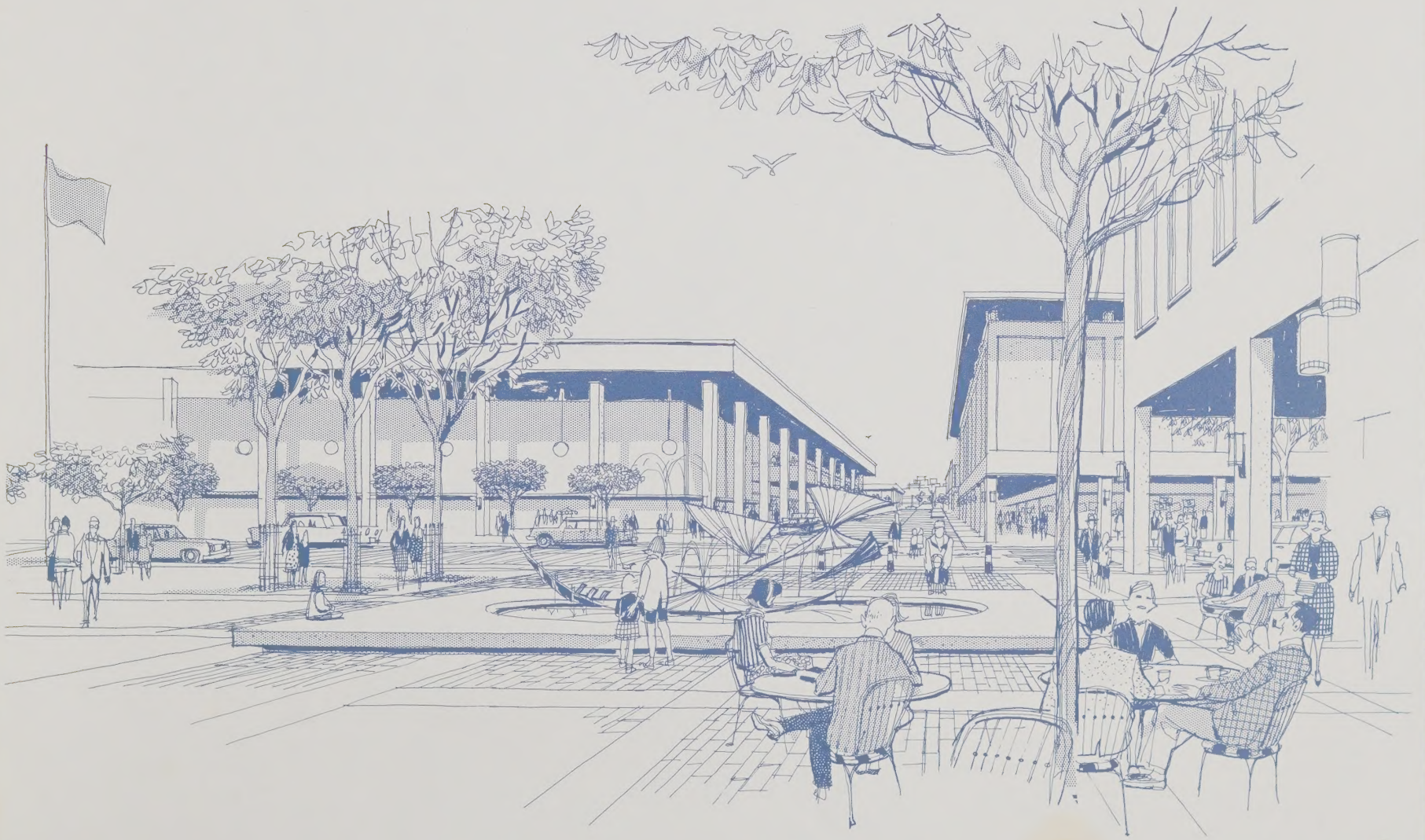
10. Pedestrianism should be encouraged by convenient and pleasing pathways and resting places.

ELEMENTS OF THE URBAN DESIGN

For clarity and convenience, Circulation, Land Use and Details are presented here separately; however, they were always examined together in the formulation of the Urban Design and as interdependent parts of the whole.

Circulation

The means of getting from one place to another in the City is of prime importance in the encouragement of human interaction so vital to its success. A strong circulatory system has been developed in Marina Vista. Based on 20th century attitudes of movement, it no longer restricts all things moving to the rigid gridiron pattern of the 19th century. Foot and vehicular traffic paths



View from Town Square east toward intersection of Georgia and Santa Clara Streets.

are placed with respect to their greatest usefulness: At times they are adjacent, but often go their separate ways. First consideration is given to the creation of a balanced system, with due respect for both pedestrian and vehicle.

a. **Vehicular Circulation:**

Virtually all people arriving in the Marina Vista project from any distance will be carried by some kind of wheeled vehicle: car, bus, taxi, bicycle and the like. Therefore, the plan provides easy access to vehicles. Once in the area, these vehicles are efficiently circulated and stored.

Streets in the area are limited to those areas of the maximum usefulness. Reduction of the number of streets releases the land area thus saved for other uses. Santa Clara Street is preserved and connects with Maine Street, a major cross-town artery, and a new freeway interchange; Georgia and Sacramento Streets are retained as major streets. Landscaped parking areas adjoin these streets and serve the commercial area from both north and south.

The future freeway will roughly parallel the present Mare Island Boulevard, tending to separate the Marina District from the remainder of the Project. The dividing influence of the freeway will be mitigated by providing a vehicular crossing from Santa Clara Street and a pedestrian over-crossing near the foot of Georgia Street. The Santa Clara Street crossing will also provide access to and from the freeway directly to the commercial areas.

A frontage road, called Marina Vista Way, will serve the Marina District along the waterfront.

Parking areas will be landscaped and constructed initially on a single level. Later, as demand increases, these areas may accommodate multi-level parking structures.

b. **Pedestrian Circulation:**

The pedestrian is the forgotten man of the typical city. His route is seldom enjoyable, often tiring and possibly even dangerous. These common drawbacks have been overcome in this design.

The pedestrian circulation system is composed of a varied series of paths, courts and plazas. There are three dominant elements in this system: The marine walk, the park-residential trail and the commercial-residential loop.

The marine walk extends continuously along the water's edge. This is a binding element for the entire marina and greatly benefits the tenants served by it. It provides a refreshing and varied promenade for the marine visitor. It is intended that this walk may eventually extend to the north past the Yacht Club to connect to the Vallejo Municipal Marina. Thus, a continuous walk, over one mile in length along the water's edge, would be afforded.

The marine walk will be connected to the heart of the civic-commercial area by a pedestrian over-crossing located near the foot of Georgia Street. This bridge will feed into a large plaza, the "Town Square." The "Square," when complete, will be a lively place, surrounded by commercial and civic buildings.

Another important path extends over ½ mile from Florida Street on the north to the new residential group on the south. It will wind past residential structures near the north corner, through the civic park, past the new library and under the pedestrian over-crossing, skirt a landscaped parking area, pass beneath the vehicular over-crossing and into the south residential group. By this means, residential areas to the north and south are closely tied to the civic park in the center.

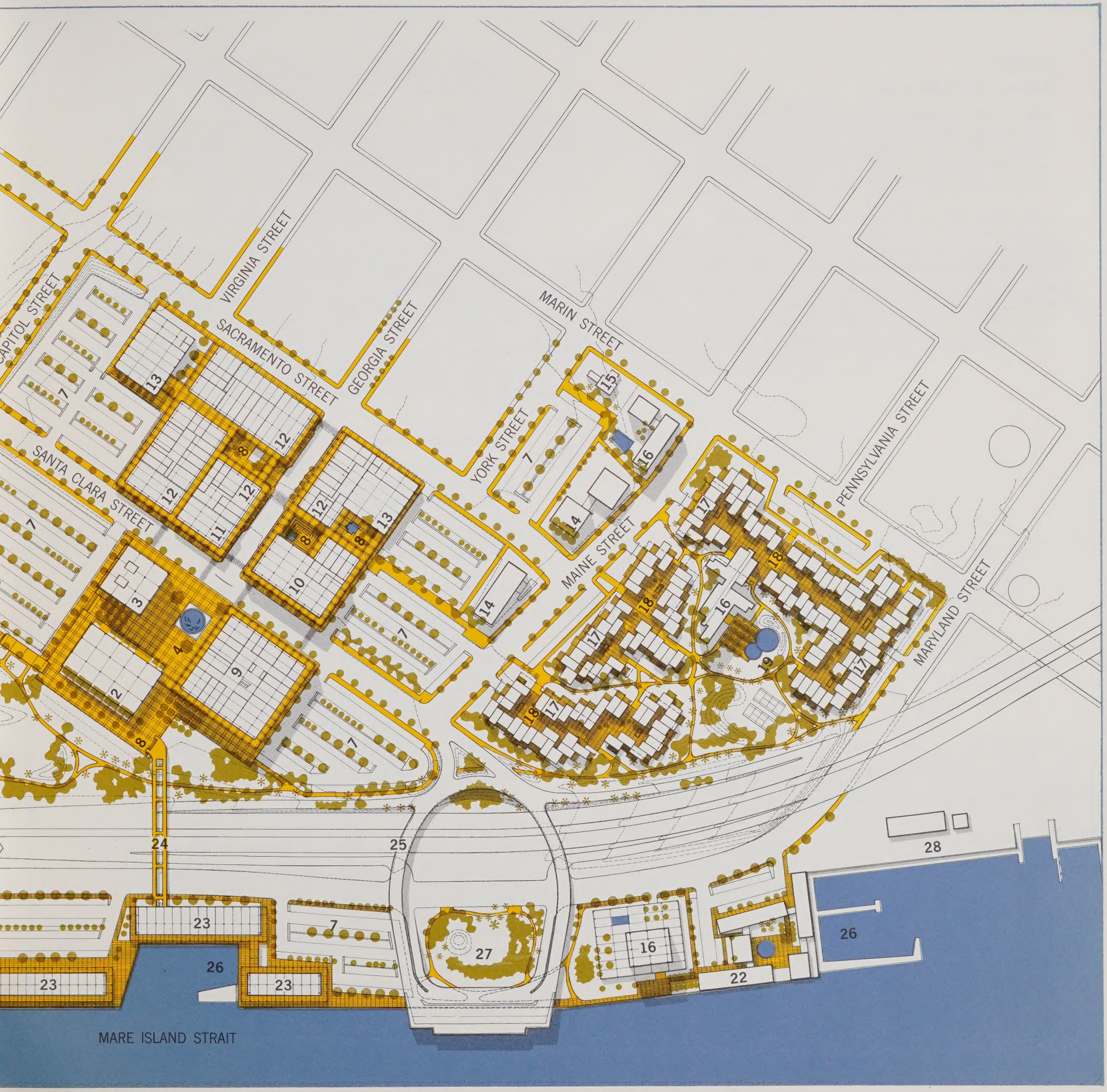
The third major path is a "loop" which penetrates the heart of the new commercial grouping, feeds between parking areas and past retail shops, makes a broad loop through the south residential group, out again past professional offices, and leading into existing commercial farther east on Georgia Street. Eventually this walk may penetrate the older commercial blocks and continue through to Virginia Street. Thus the loop will be completed and a strong commercial feeder established.

This loop is punctuated along its course by courts and plazas of varying shapes and sizes. The courts internal to the commercial blocks will provide extra window and display space, frontage for smaller shops, rest areas, and serve as locations for occasional festivals, community and promotional events. Most commercial street frontage features a 15-foot covered pedestrian way. This allows complete freedom during extreme weather conditions for the shopper. As future demand warrants, pedestrian bridges may link the upper level of the commercial blocks, spanning Georgia Street and Santa Clara Street.

Aerial view of project from the north.

KEY TO MASTER SITE PLAN

1 Public Park
2 Public Library
3 City Hall
4 Town Square
5 Civic Auditorium
6 Fraternal Lodge
7 Parking
8 Plaza
9 Hotel combined with Shops and Offices
10 Department Store
11 Bank
12 Retail Stores and Shops
13 Food Market
14 Office Building
15 Automotive Service Station
16 Apartment Building
17 Walk-Up Apartments
18 Entrance Court
19 Recreation Area
20 Home for the Aged
21 Yacht Club
22 Motel
23 Marine Commercial
24 Pedestrian Overpass
25 Traffic Interchange
26 Water Basin
27 Public Park and Fishing Wharf
28 Existing Small Boat Launching Facility


CAPITOL STREET
VIRGINIA STREET
SACRAMENTO STREET
GEORGIA STREET
MARIN STREET
YORK STREET
PENNSYLVANIA STREET
SANTA CLARA STREET
MAINE STREET
MARYLAND STREET
MARE ISLAND STRAIT

Land Use

Commercial and Office Uses:

The commerce of the City is its very life. Commercial activity is the lifeblood and major concern of the downtown plan and as such deserves the most careful and beneficial planning possible. Commerce is centrally located and plays a central role in the new design.

Each commercial block is planned to gain maximum benefit from pedestrian traffic and ease of access from the auto or public transportation. Studies resulted in the selection of a standard modular unit to unify the commercial/office spaces. A 20-foot square bay was found adaptable to the most uses and varieties of spaces. All interior and exterior spaces with the exception of the pedestrian ways are therefore multiples of this 20-foot modular unit. Certain preferred locations for some commercial interests are indicated, based on maximum use for each parcel and benefit to the whole.

View to southwest at intersection of Sacramento and Georgia Streets.

Signs will in general be limited to a continuous band above the display windows on each store front. Certain tenants occupying more than one floor or more than a stipulated square footage, may be allowed additional sign area.

Second floor office space is to be accessible from convenient corridors reached via stairways located in the courts and at other locations. Certain locations will be allowed to add more floors for vertical expansion when sufficient demand is shown. Basements of any practical depth also will be allowed where desired. Illustrative elevations for the commercial core are shown as a guide to the redeveloper.

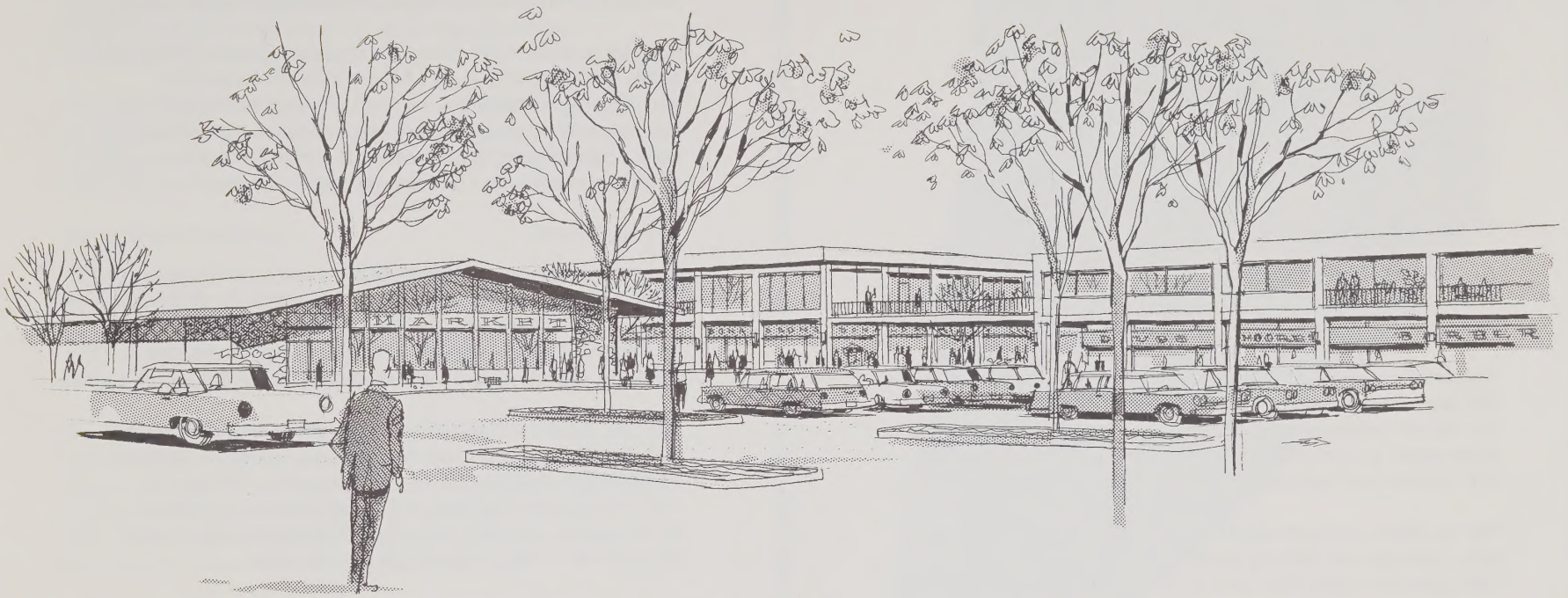
A strip of parcels located between the south parking lots and Maine Street will contain offices serving as a transition between the commercial core and residential areas to the south.

Civic and Institutional:

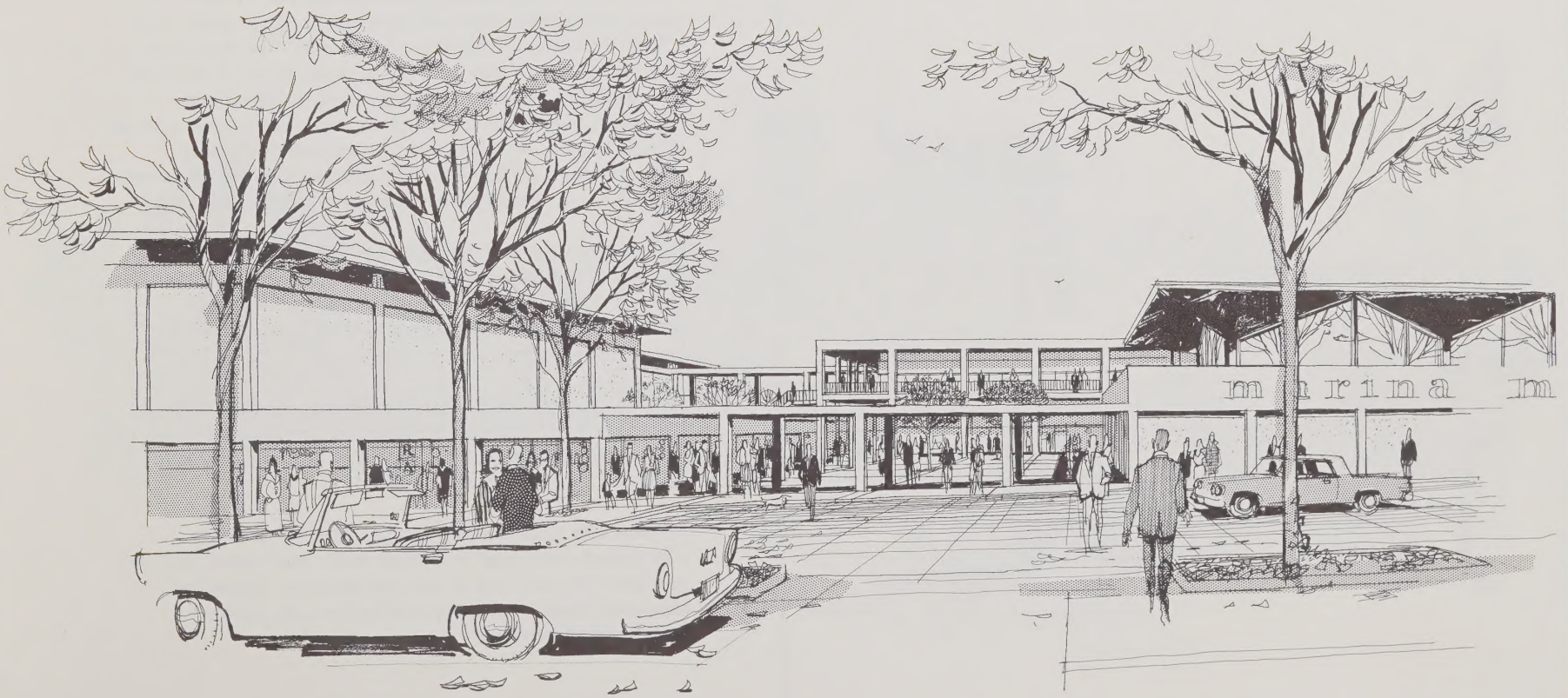
The civic and institutional buildings of the city serve two important roles: First, as visual foci, as they are traditionally "feature" buildings, and second, as stimuli to the commerce and activity of the city. Often such buildings, isolated in civic centers fail to realize this second, but equally important function.

The new plan offers a positive solution. The civic and commercial life of the downtown will meet at the "Town Square," a generous plaza at the terminus of Georgia Street. This plaza will serve many roles. One of these will be as an inviting "front porch" to the new Library and the City Hall which will form two of its sides. Thus persons using the Library will be encouraged to shop, and shoppers and downtown employees will, because of its convenient location, use the Library. The City Hall will add further interchange of activity to the complex.

Some 400 feet to the north of the "Town Square" and on axis of Capitol Street a space is allocated for a new Civic Auditorium. This auditorium will be needed in the future and will prove to be a great asset to the community: Concerts, conventions, shows, sporting events, and many other activities will be accommodated in this building. Generous nearby parking areas used by store and offices during the day will be available to the auditorium for evening and night time functions. A parcel at the corner of Carolina and Santa Clara Streets is designated for a non-profit lodge, club or quasi-public assembly building. Its closeness to the facilities of a future civic auditorium as well as downtown services, make this a most desirable location. This parcel also will benefit by convenient parking.



View to southeast from parking area near the intersection of Capitol and Santa Clara Streets.



View to north from south parking area between Sacramento and Santa Clara Streets.

Residential:

Pleasant multi-family residential developments close to the downtown core seldom are found in today's city. This lack is one important contributing factor in the decline of present city centers. In Marina Vista the opportunity exists to establish residential areas as part of a well-balanced total environment for downtown.

Residential property is established on both ends of the project, thereby flanking the new commercial development. A third residential parcel in the Marina District offers close contact with the water. All locations offer the advantage of pedestrian-scaled convenience to the commercial facilities.

The units on the north form a connecting link between the new commercial-civic development and existing residential neighborhoods. These are ideal locations for apartments as they will enjoy a fine view of the yacht harbor with the channel and Mare Island Naval Shipyard beyond.

The southern units are clustered in three main groupings, with underground parking under each group. The illustrated plan provides some 250 units as ground level or walk-up apartments. These apartments face outward from a landscaped entrance court, formed by the roof of the parking garage, thus stored cars do not usurp valuable ground area, and generous portions of the site are left over for footpaths and recreational facilities, which will be owned and developed jointly by the contiguous land owners.

View inside typical entrance court at the south residential area.

A seven or eight story tower will provide some one hundred additional units with a spectacular view of the marine and downtown areas. By designing the residential units in this manner, an economically feasible density is achieved without sacrificing the human scale and individuality usually present in the traditional neighborhood.

Marina District:

Few communities are blessed with a natural setting equal to Vallejo's. One of the most attractive elements of this setting is the water, which ebbs and flows constantly past the historic heart of the City. This design re-establishes Vallejo's historic close tie with this arm of the sea.

The plan allows the establishment of a continuous marine from the Mare Island causeway on the north to the existing small boat launching facilities on the south, a distance of a mile and one-quarter, and approximately seventeen acres in area. This element, when completed, will be one of which few cities, large or small, can boast.

At the north of the project, adjacent to the Yacht Club, are two sites for boatel/motel accommodations. These in turn, will abut the Mare Island Ferry facilities. Next to this and close to the heart of the project, are the commercial establishments, focused around a small inlet of water. This commercial grouping is directly served by the pedestrian bridge which will land on the upper level. This affords a pleasant "roof-deck promenade" for the person arriving via the bridge, with stairs at each end of the deck. This grouping will contain marine supply, gift shops, bait and tackle shops, restaurants and other marine-oriented establishments. An attractive "board-walk" will pass by these shops as a link in the continuous mile-plus marina walk. Parking areas also attract the wheel-borne visitor.

The Marine Park and fishing wharf are next in sequence and will provide ramped access from the vehicular overpass, in addition to their recreational value. This overpass could ultimately contain a second-level viewing area for for auto passengers.

A parcel suitable for multiple residential construction flanks the park to the south. These units could have unobstructed views of the water, with parking at ground level and a recreation deck above.

A motel with boat docking facilities and the present City owned small boat launching ramp and related facilities will form the last links in the marine chain. These two elements should find compatibility through related facilities and services.

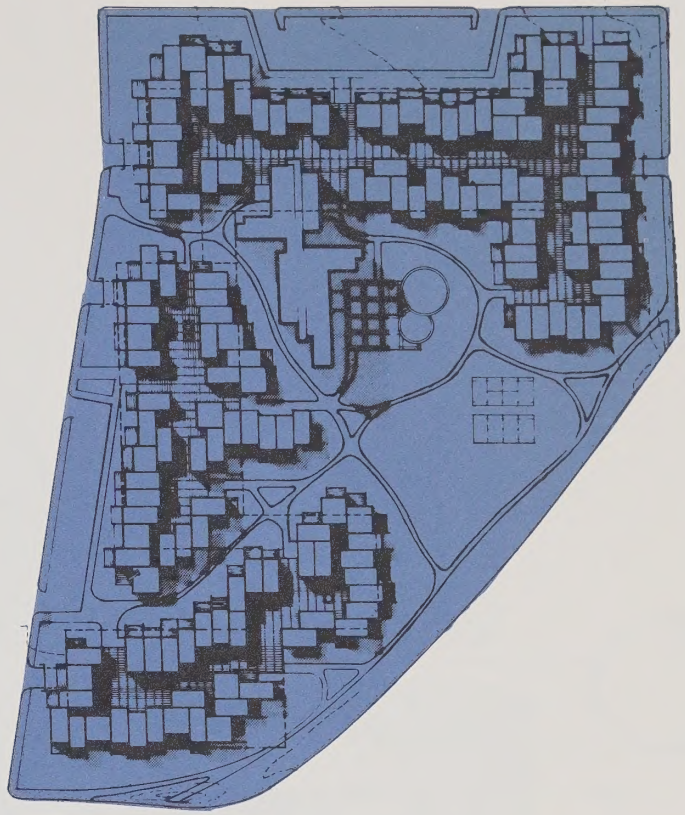
By capitalizing on a great natural asset, the Marina District should prove an enduring attraction to the city-dweller and visitor.

Another institutional parcel is designated for Butte Street at Florida with recommended use being "apartment building or home for the aged," a use most compatible with adjacent residential area outside the Project.

Recreational Facilities:

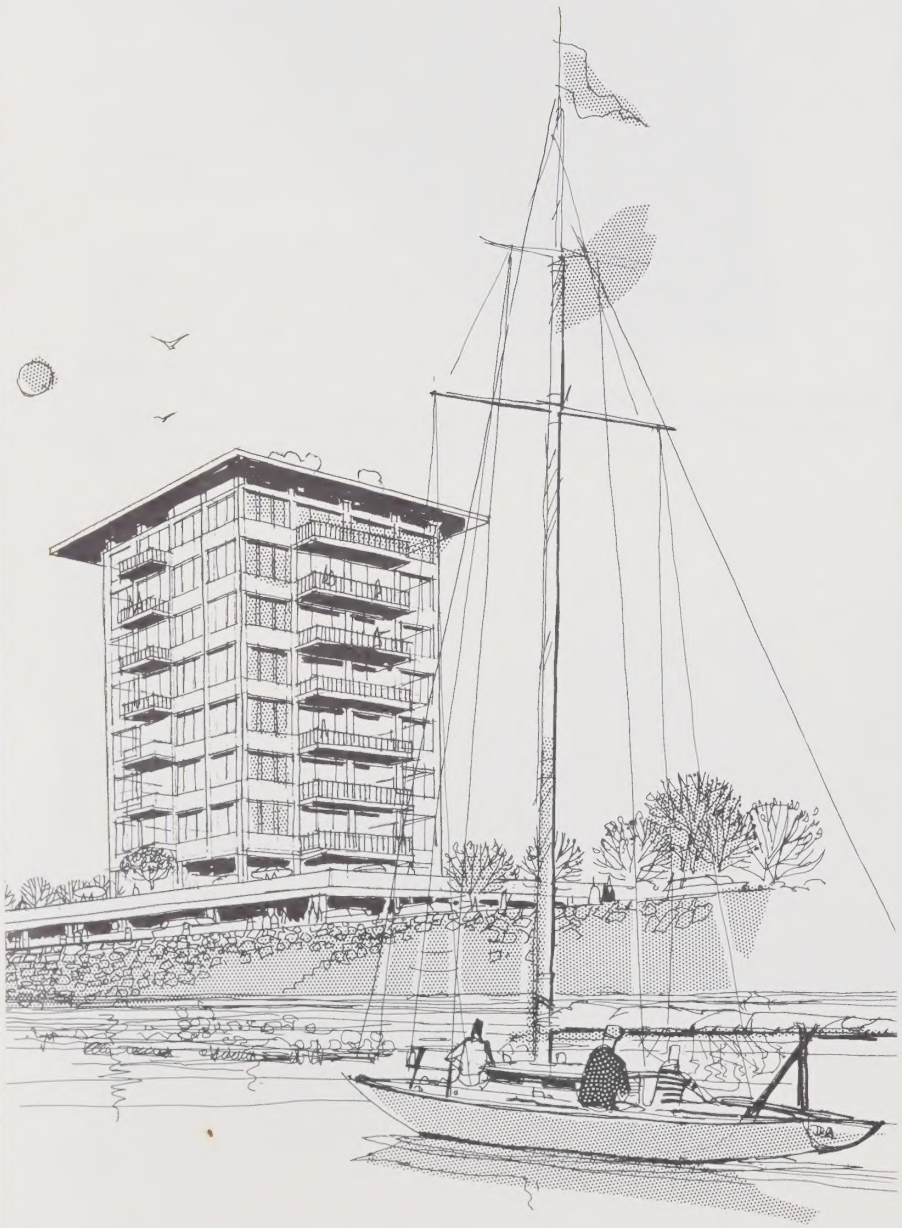
"Open Spaces" play an important part in the formation of a city. Intelligently planned and properly used they render the enclosed spaces more enjoyable and better related, and serve importantly as outlets and transitions. Several kinds of open spaces are incorporated in the Marine Vista Project.

A civic park will occupy several acres between the new civic buildings and the freeway. This too is a multi-purpose space, serving as a recreational area to adjacent residential, a pleasant contrast to the busy downtown commercial core, an overflow and possible picnic area for conventions, an attractive foreground for the downtown core.



Site plan of south residential area.

View of tower apartment from the recreation area at the south residential area.



View of Marina apartment tower from Mare Island Strait.

The residential group to the south will have its own recreational area to serve the needs of this new neighborhood. This will be owned by the residential developer, or jointly in case more than one developer is involved.

In the Marina District a civic park and fishing wharf will serve as a pleasant and functional tie with the water. A park of this nature with direct access to the water should be a major attraction due to its unique qualities.

The courts, plazas and terraces of the commercial civic area will serve a definite recreational purpose as places to pause, reflect, rest and observe the passing activity. On occasion these "outdoor rooms" will become backdrops for special events such as art shows, displays, recitals, fiestas, and promotional events. Each space will be allowed to develop its own character in keeping with the establishments which surround it.

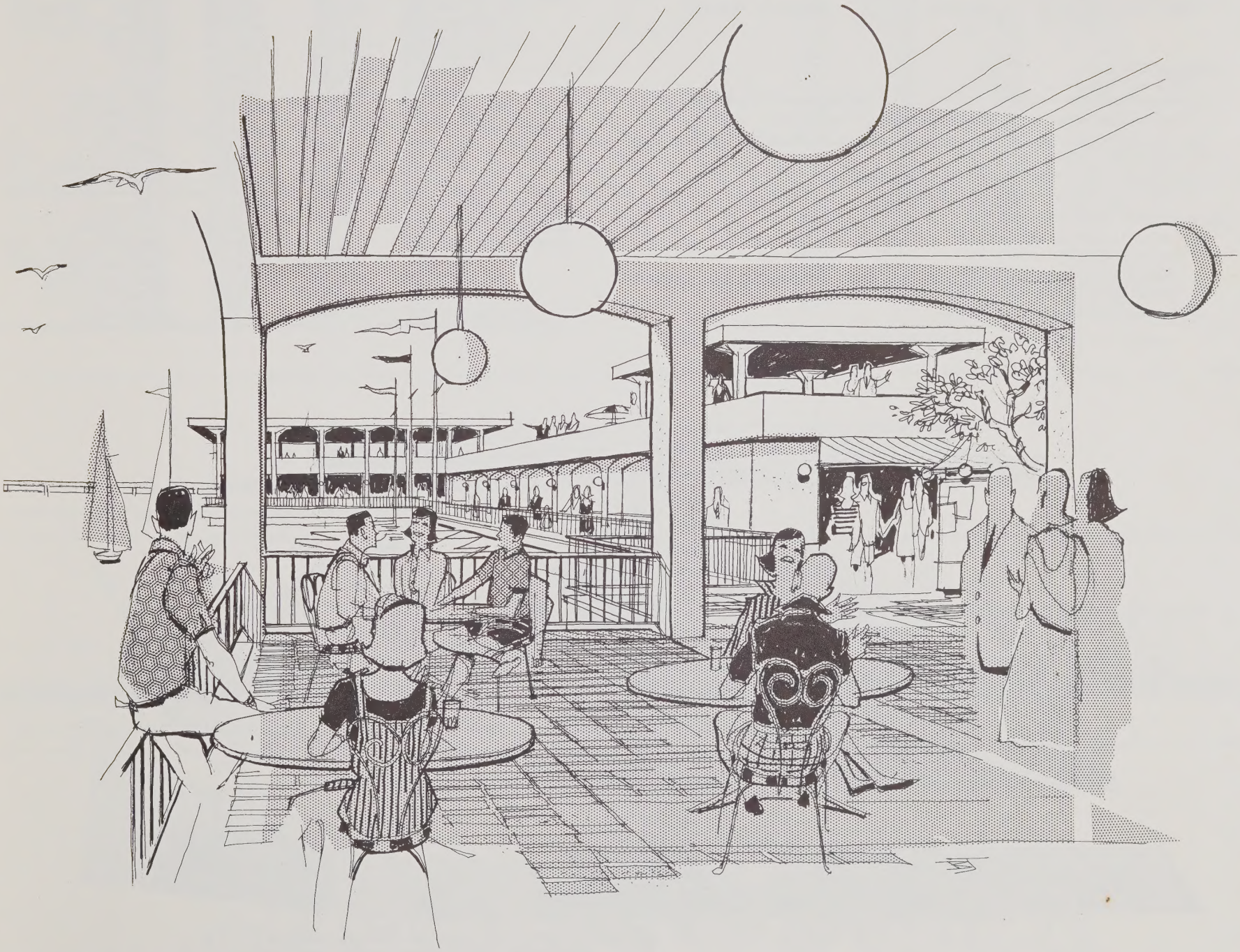
Details:

The many small elements which combine to make up the City all contribute their particular message. The care with which these details are executed can mean a great deal to the enjoyment and even success of the whole. All utilities will be underground, as in all truly modern urban centers. Hydrants, alarm boxes, and other outdoor features will be located and designed in accordance with the latest and best practices.

The number of exterior building materials shall be held to a minimum to promote an harmonious relationship among the various building elements.

Street lighting will be incorporated, where possible, into the new arcades, and elsewhere will be carried on distinctive standards in keeping with the unique qualities of the area. "Street furniture," such as trash receptacles, postal boxes, phones, benches, and the like must be carefully integrated into the design through the proposals submitted by redevelopers for review by the Agency. Properly designed, free-standing display cases and kiosks will be allowed in the commercial courts. Benches and planting will be required and fountains or other art work encouraged. Advertisement on street furniture will not be permitted.

Maintenance of pedestrian ways, parking areas and landscaping will be financed by revenue from low-rate metered parking or special assessments on the owners of properties benefited. Adequate maintenance is vital to the spirit of a strong city core.



View of marine commercial at the water basin.

PARCELIZATION ANALYSIS, ACREAGE, SQUARE FOOTAGE AND PROPOSED LAND USE

LEGEND

Public Land | Commercial | Residential

Public Park | Parking | Streets & Freeway

NOTES:

1. Use restricted to non-profit lodge or club or quasi public assembly building.
2. To be jointly owned and developed by contiguous land owners.
3. Recommended location for hotel combined with shops, offices and sufficient parking for hotel rooms.
4. Parking to be constructed by Redevelopment Agency.
5. Use restricted to automotive service station.
6. Use restricted to office building.
7. Recommended use motel.
8. Owner participant.
9. Created by sea wall to be constructed by Redevelopment Agency and to be purchased by contiguous land owners.
10. Existing small boat launching facility.

UNIT	PARCEL NUMBER	*LAND AREA (Acres)	*LAND AREA (Square Feet)	LAND USE
100 Civic Center, Commercial and Residential	101	1.93	84,000	Residential
	102	1.36	59,000	Residential
	103	1.39	61,000	Parking[4]
	104	1.32	58,000	Commercial[1]
	105	2.02	88,000	Public
	106	1.07	46,000	Parking[4]
	107	3.16	138,000	Parking[4]
	108	1.24	54,000	Public
	109	.92	40,000	Public
	110	.44	19,000	Town Square[2]
	111	1.32	58,000	Commercial[3]
	112	2.08	91,000	Parking[4]
	113	10.13	441,000	Public Park
	114	1.16	50,000	Commercial[3]
	115	1.38	60,000	Commercial[1]
200 Downtown Commercial	201	2.43	106,000	Parking[4]
	202	.60	26,000	Commercial
	203	.18	8,000	Pedestrian Way[2]
	204	.86	37,000	Commercial
	205	.09	4,000	Pedestrian Way[2]
	206	.04	2,000	Pedestrian Way[2]
	207	.22	10,000	Commercial

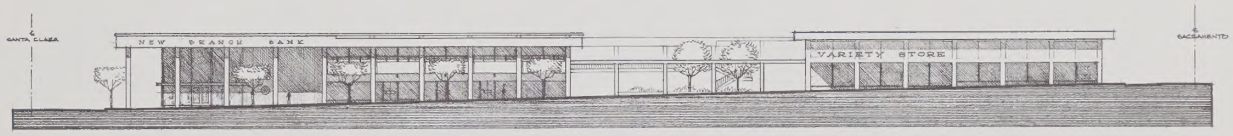
Land Use and Disposition Plan

0 100 200 300 400 500 600 700 800 900 1000

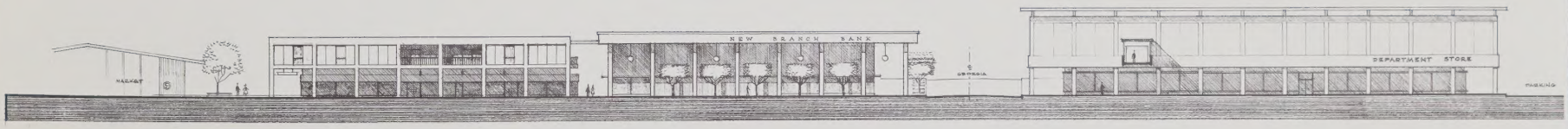
UNIT	PARCEL NUMBER	*LAND AREA (Acres)	*LAND AREA (Square Feet)	LAND USE
200 (continued)	208	.31	13,500	Commercial
	209	.31	13,500	Pedestrian Way[2]
	210	.83	36,000	Commercial
300 Downtown Commercial	301	.72	32,000	Commercial
	302	.19	8,000	Pedestrian Way[2]
	303	.42	18,000	Commercial
	304	.21	9,000	Pedestrian Way[2]
	305	.39	17,000	Commercial
	306	1.44	63,000	Parking[4]
	307	1.14	49,000	Parking[4]
	308	.46	20,000	Commercial[6]
400 Downtown Commercial	401	1.17	51,000	Parking[4]
	402	.32	14,000	Commercial[5]
	403	.74	32,000	Commercial[6]
	404	.57	25,000	Residential
500 Residential	501	2.58	113,000	Residential
	502	.25	11,000	Parking[2]
	503	2.07	90,000	Residential
	504	5.00	218,000	Residential
	505	1.59	69,000	Recreation Area[2]

UNIT	PARCEL NUMBER	*LAND AREA (Acres)	*LAND AREA (Square Feet)	LAND USE
600 Marina District	601	6.00	261,000	Marine Commercial[1-8]
	602	1.08	47,000	Marine Commercial[7]
	603	1.73	75,000	Marine Commercial[7]
	604	.30	13,000	Parking[4]
	605	.31	14,000	Marine Commercial
	606	1.06	46,000	Marine Commercial[8]
	607	.29	13,000	Parking[4]
	608	.47	21,000	Parking[4]
	609	.45	20,000	Parking[4]
	610	.32	14,000	Marine Commercial
	611	1.50	65,000	Pedestrian Way[2]
	612	.04	2,000	Marine Commercial
	613	.02	1,000	Pedestrian Way[2]
	614	.09	4,000	Commercial
	615	.31	14,000	Marine Commercial
	616	.87	38,000	Water Basin[9]
	617	.20	9,000	Marine Commercial
	618	1.29	55,000	Parking[4]
	619	2.32	103,000	Public Park & Parking[4]
	620	1.49	65,000	Marine Residential
	621	1.77	77,000	Marine Commercial[7]
	622	2.32	101,000	Water Basin[9]
	623	5.86	255,000	Public[10]
	624	.43	19,000	Public[10]

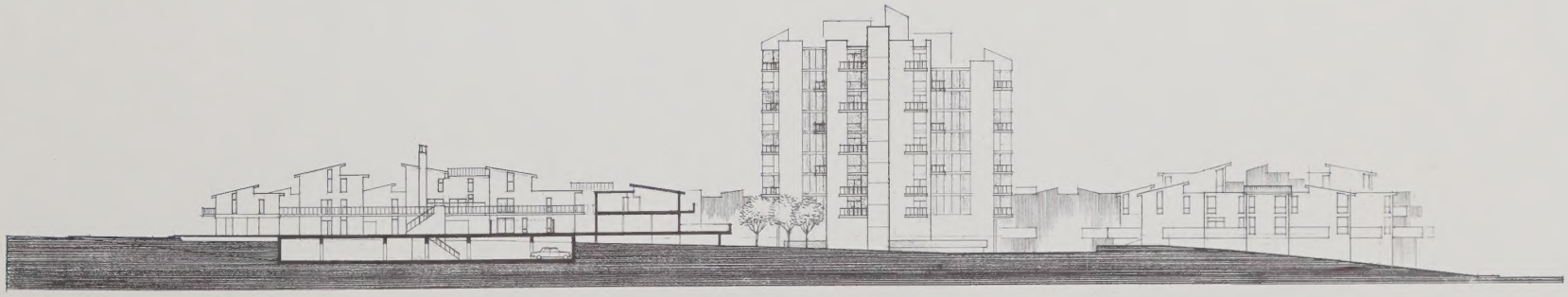
*Approximate area. Metes and Bounds Survey to be furnished by the Agency.



North side of Georgia Street between Santa Clara and Sacramento Streets.



East side of Santa Clara Street between Capitol and Maine Streets.



Section through the south residential area.

CONCLUSION

The foregoing report establishes a well-coordinated, realistic design for the revitalization of the historic downtown core. We believe this to be an outline of success for the City, for the redeveloper; for the resident; for the tenant and for the visitor; in short, for all who will use it. This area will, through its own internal vigor, and by its positive influence on surrounding zones, reshape the future of the entire City and re-establish for it an important identity as the regional center of the North Bay.

View south along Santa Clara Street.

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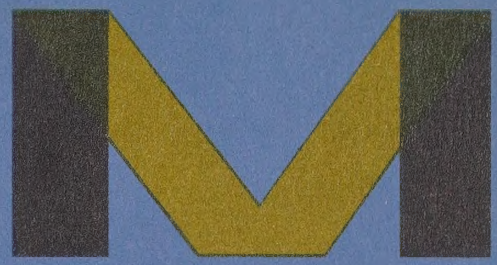

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